

Chapter 5 Aircraft Maintenance

5-1. Maintenance Support. The FRC mission requires the continual presence of two fully operational MEDEVAC aircraft with hoists. Aircrews will conduct a thorough preflight inspection, run-up, HIT check, and hoist pre-operation check prior to assuming duty.

In the event that any aircraft or hoist grounding condition occurs, the following actions must **immediately** be initiated:

- Notify TOC (who in turn must notify the RTB Commander);
- If a grounding condition occurs for other than scheduled maintenance, notify the AVN unit chain of command to coordinate for aircraft replacement or on-site maintenance. Keep in mind that Ranger training may have to be suspended until a second aircraft is on station at CJR. MEDEVAC support unit should have a spare aircraft available that can be on station within 4-6 hours.

The PC of each crew must work closely with the CE when scheduling training flights and conducting maintenance. It is imperative that the aircraft NOT be flown into maintenance during times when DUAL-SHIP coverage is required or when on 1st Up*. Additionally, since even the "off-duty" aircraft is essentially a backup, no aircraft should be flown into maintenance until such a time when the maintenance can be performed immediately following the flight. Do not perform maintenance during dual-ship coverage periods.

* When DUAL-SHIP coverage is required or when on 1st Up, training flights should not be conducted within 2 hours of scheduled maintenance.

5-2. HAZMAT disposal. Daily fuel samples and oils may be disposed at the FOD station (receptacle and 5-gal cans) on the east side of the parking apron. When the FOD receptacle or 5-gal cans become full, the Motor Pool should be notified (2-1104/1288). All hydraulic fluid and motor oil cans and oil shop towels will be transported to the Motor Pool for drainage and disposal. The FOD receptacle will only be used to dispose of non-HAZMAT material.

5-3. HAZMAT Spill Plan. Any soldier observing a spill of any quantity must take prompt action to stop the flow of POL or hazardous substance if practicable and safe to do so. In the event of a HAZMAT spill:

- Avoid contact with spilled substances and notify the Camp Rudder Fire Station (2-1149/1103) immediately;
- Evacuate the immediate area of personnel and seek medical assistance if needed.

The unavailability of a site spill kit on the aircraft parking ramp makes it imperative that the Camp Rudder Fire Station be notified immediately before ground soil becomes contaminated.

6th RTB will provide access to any and all applicable MSDS documents required to process and dispose of aircraft HAZMAT.